



# Using Performance Measures to Enhance Planning, Resource Allocation, and Alternatives Analysis

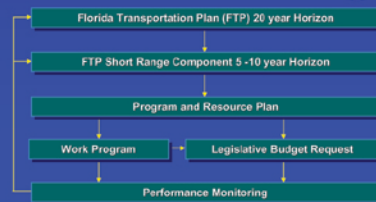


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## Long-Range Planning

### The Florida Planning and Program Development Process



### Florida's 2020 Transportation Plan Short-Range Component Performance Measures

Strategic Goal	Measures
Preserve and manage a safe, efficient transportation system	Percent of system meeting payment, bridge and maintenance standards System Efficiency Commercial vehicle crash rate
Enhance Florida's economic competitiveness, quality of life and transportation safety	Rate of change of person hours of delay Commitment of capacity funds Transit ridership Highway, bicycle, pedestrian fatality rates
Organizational excellence	Customer satisfaction Customer complaints Employee satisfaction Leadership system effectiveness

### Use of Targets and Benchmarks Among States Using Performance-Based Planning Approach

	Track Trends for Measures	Set Targets/Standards	Use Targets to Identify Performance Gaps	Benchmark with Other States or National Averages
Minnesota	Yes	Yes	Yes	Yes
Pennsylvania	Yes	Yes	Yes	Yes
Virginia	Yes	Yes	Yes	Yes
Texas	Yes	Yes	Yes	Yes
Delaware	Yes	Yes	Yes	Yes
New Mexico	Yes	Yes	Yes	Yes
Michigan	Yes	Yes	Yes	Yes
Colorado	Yes	Yes	Yes	Yes
Florida	Yes	Yes	Yes	Yes
Washington	Yes	Yes	Yes	Yes
Oregon	Yes	Yes	Yes	Yes
Arizona	Yes	Yes	Yes	Yes
California	Yes	Yes	Yes	Yes
Maryland	Yes	Yes	Yes	Yes

### Minnesota's Performance Target Levels



## Programming and Budgeting

### Montana's Performance Programming Process



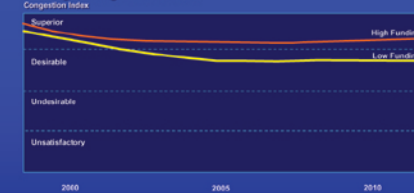
### Pavement

- Objective
  - Preserve highway pavement condition at existing or higher levels on the Interstate, Non-Interstate NHS, and Primary Systems
- Performance measure
  - Ride index – a measure of quality (smoothness) of a ride as perceived by the highway user
- Performance target
  - Interstate – average ride desirable or superior, less than 10 percent of miles below desirable
  - Non-interstate – average ride desirable or superior, less than 20 percent of miles below desirable
  - Primary – average ride desirable or superior, less than 20 percent of miles below desirable

### Congestion

- Objective
  - Maintain and improve the congestion levels on the rural portion of the highway system and improve major interchanges and system operations within suburban areas
- Performance measure
  - Congestion index on the highway system – a measure of travel delay
- Performance target
  - Interstate – congestion index  $\geq 70$  (level of service B). Non-Interstate NHS – congestion index  $55 \geq$  (level of service C)
  - Primary – congestion index  $55 \geq$  (level of service C)

### Average Congestion Index



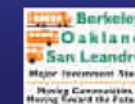
### Average Ride Index



## Corridor Specific

### AC Transit Oakland-Berkeley-San Leandro Transit Corridor MIS

- Owner – the Alameda-Contra Costa Transit District (AC Transit), Oakland, California
- Project – major Investment Study (MIS) to examine new or improved transit service in the 17-mile Berkeley/Oakland/San Leandro Corridor buses carry 40,000 riders a day – nearly 20 percent of AC Transit's ridership. The corridor is home to over 320,000 residents
- Purpose – to define transit needs and market opportunities in the corridor; identify and evaluate potential transit improvements that address needs and opportunities; and build broad public and agency support for a recommended alternative
- Service objectives and performance evaluation criteria – the AC Transit Board of Directors and the MIS Policy Steering Committee initiated the study by formally adopting nine service objectives. All alternative routes, modal technologies, and service operating plans are to be evaluated according to criteria drawn directly from these service objectives



### Rating Table Criteria Related to Service Objectives

○ Much Better than Existing Bus  
● Much Worse than Existing Bus

AC Transit Service Objectives	Performance Criteria	On-Bus Telegraph Int'l	BRT Telegraph Int'l	LRT Telegraph Int'l
1) Improve access to employment, education, and other transit	Access to Employment	○	○	○
	Access to Education	○	○	○
	Access to Other Transit	○	○	○
	Travel Time	○	○	○
	Connecting Services	○	○	○
2) Improve transit service reliability	Service Reliability	○	○	○
3) Provide frequent transit service	Service Frequency	○	○	○
4) Ensure security, cleanliness, and comfort for users	Security On-Board	○	○	○
	Security At Station	○	○	○
	Clean, Comfort On-Board	○	○	○
	Clean, Comfort At Station	○	○	○
5) Support transit-oriented development	Intervalland Land Use	○	○	○
	Systemwide Ridership	○	○	○
	Corridor Ridership	○	○	○
7) Identify improvements that have a high probability of being funded	Capital Cost	○	○	○
	Operating Cost	○	○	○
	Farebox Recovery	○	○	○
	Cost per Rider	○	○	○
	Cost per New Rider	○	○	○
8) Improve ease of entry and exit	Ease of Entry and Exit	○	○	○
9) Provide environmentally-friendly transit service	Emissions (Air Quality)	○	○	○
	Energy Consumption	○	○	○

